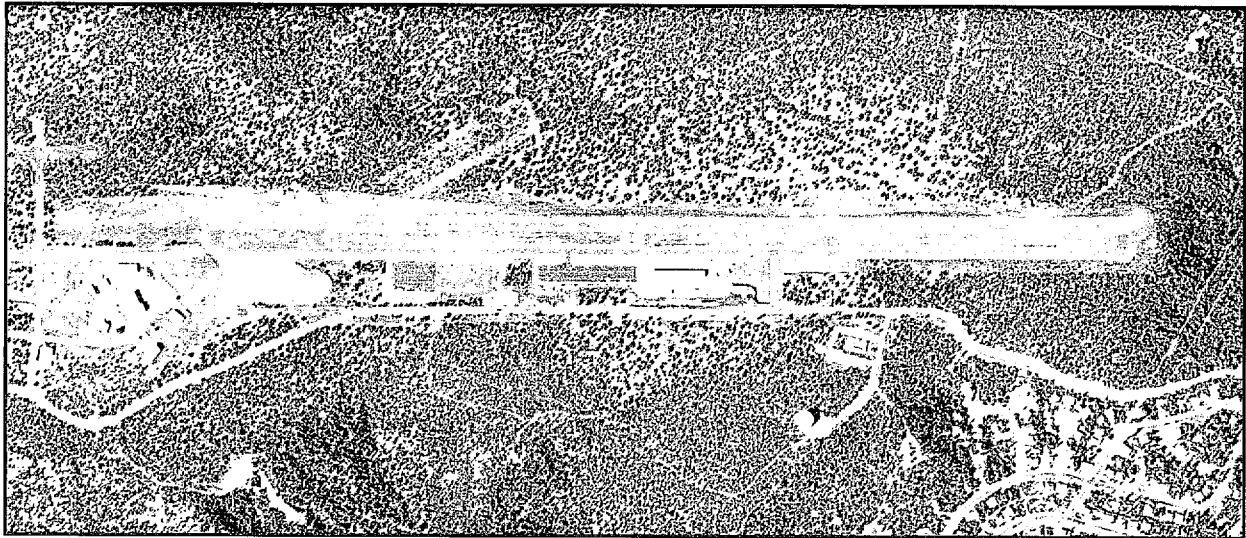


Payson
Municipal Airport

Chapter One
INVENTORY

INVENTORY



The initial step in the preparation of the airport master plan update for the Payson Municipal Airport is the collection of information pertaining to the airport and the area the airport serves. This includes an inventory of existing airport facilities, area airspace, and air traffic control. Additionally, background information regarding the Town of Payson and the regional area is collected. This includes information regarding the airport's setting, the airport's role in regional, state, and national aviation systems, surface transportation, and the socioeconomic profile.

The information outlined in this chapter provides a foundation, or starting point, for all subsequent chapters. Therefore, it is essential that a complete and accurate inventory is conducted since the findings and assumptions made in this plan are dependent on information collected. This information was obtained through

on-site inspections of the airport, interviews with Town staff and airport tenants, and information provided by the Town of Payson, the Federal Aviation Administration (FAA), and the Arizona Department of Transportation-Aeronautics Division (ADOT).

REGIONAL SETTING

The Town of Payson and the Payson Municipal Airport are located in the northern portion of Gila County, Arizona. Located in the "heart" of Arizona, the Town of Payson is located just below the Mogollan Rim of Central Arizona. Completely surrounded by the 2.9 million acre Tonto National Forest, the Town of Payson is bordered on three sides by the largest stand of Ponderosa pine trees in the world. **Exhibit 1A** depicts the location of the airport in its regional and national setting.

At an elevation of 5,000 feet, and surrounded by rolling hills and mountain vistas, the regional climate is characterized by four mild seasons. The average daily maximum temperature ranges from 53 degrees F in January to 93 degrees F in July. The normal daily minimum temperature ranges from 24 degrees F in January to 59 degrees F in July. On average, the region can expect 21 inches of precipitation annually.

The Town of Payson is located midway between Phoenix and Flagstaff; Phoenix is approximately 90 miles to the south and Flagstaff is approximately 92 miles to the north. Arizona Highways 87 and 260 converge in Payson. Arizona Highway 87 is primarily oriented in a north-south direction and extends between Phoenix (to the south) and Winslow (to the north). Arizona Highway 87 is currently being upgraded and widened to four-lanes the entire distance from Payson to Phoenix. Arizona Highway 260 is primarily oriented in a east-west direction and extends between Cottonwood (to the west) and Springerville (to the east). Primary access to the airport is via Airport Road which connects with Highway 87 (Bee-Line Highway) east of the airport. Payson is not served by rail.

AIRPORT SYSTEM PLANNING

Airport planning exists on many levels: local, regional, state, and national. Each level has a different emphasis and purpose. The airport is included in both state and national system planning. At

the national level, the airport is included in the *National Plan of Integrated Airport Systems (NPIAS)*. The NPIAS is a national airport system plan comprised of 3,660 airports (both existing and proposed), which identifies airports, together with the airport development necessary to anticipate and meet the present and future requirements in support of civil, national defense, and postal service needs. An airport must be included in the NPIAS to be eligible for federal grant-in-aid assistance. The Payson Municipal Airport is one of forty-six general aviation airports in Arizona included in the *NPIAS*.

At the state level, the airport is included in the *Arizona State Aviation System Plan (SASP)*. The purpose of the *SASP* is to ensure that the State has an adequate and efficient system of airports to serve its aviation needs well into the 21st century. The *SASP* defines the specific role of each airport in the State's aviation system and establishes funding needs. Through the State's Continuous Aviation System Planning Process (CASPP), the *SASP* is updated every five years. The most recent update to the *SASP* is the 1995 *Arizona State Aviation Needs Study (SANS)*. The purpose of the *SANS* is to provide policy guidelines that promote and maintain a safe aviation system in the State, assess the State's airports capital improvement needs, and identify resources and strategies to implement the plan. The 1995 *SANS* included all public and private airports and heliports in Arizona which are open to the public, including American Indian and recreational airports.

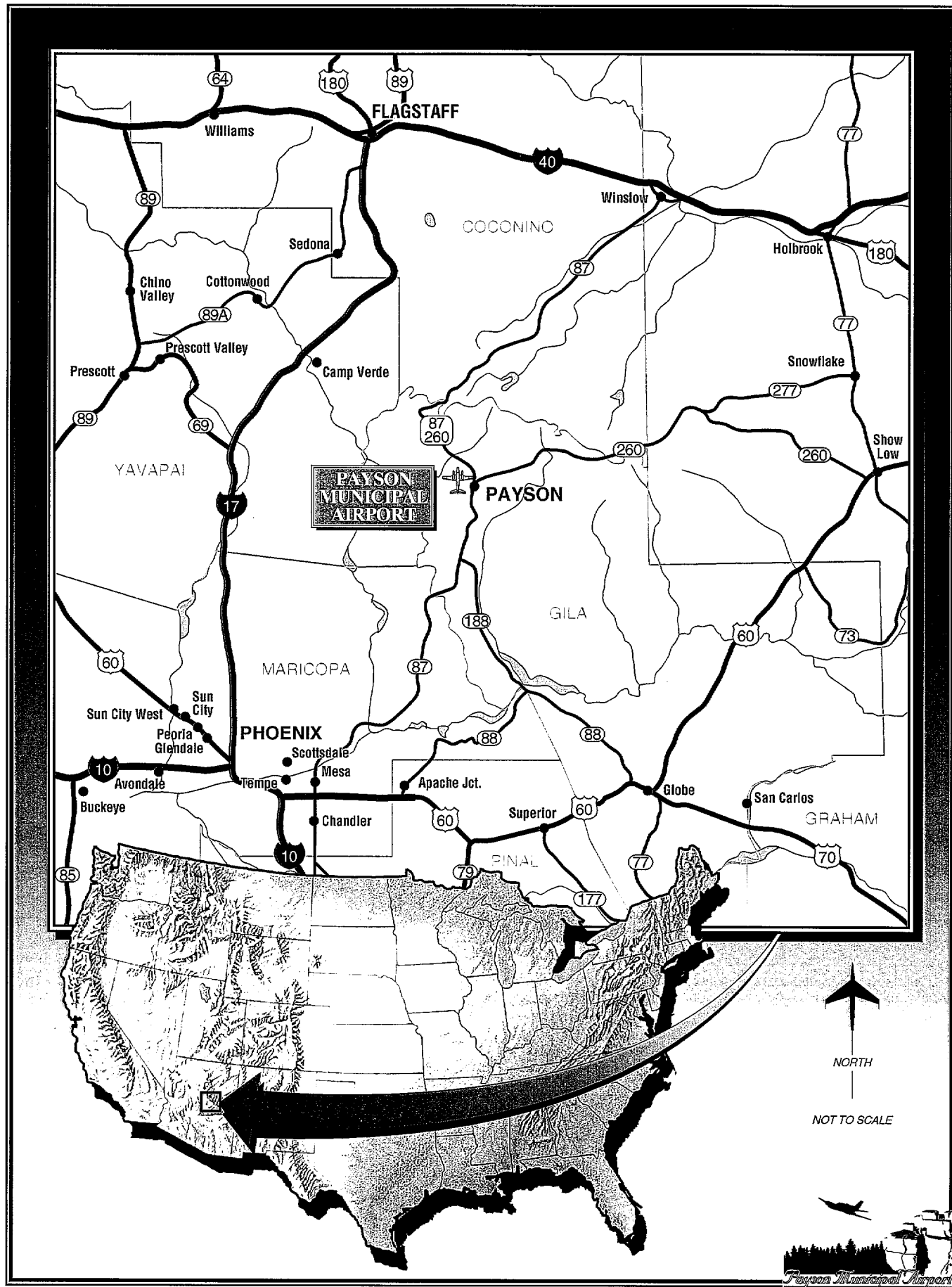


Exhibit 1A
LOCATION MAP

Payson Municipal Airport is also included in the *Arizona Recreational Airports System Plan (ARASP)*. The intent of the plan is to develop "aircraft-only" recreational use areas on airports near areas with high recreational value. There are 12 airports included in the *ARASP*.

Payson is the first airport to develop a recreational airport area under the *ARASP*. In 1996, State funds were provided to the Town of Payson for the development of a recreational area which includes preparing campsites, and constructing shower and restroom facilities. The Town of Payson will be responsible for funding the maintenance and operation of the recreational area.

PREVIOUS MASTER PLAN

The previous airport master plan was completed in 1989 and included recommendations for the development of a crosswind runway, an ultimate runway length of 6,450 feet, widening the runway to 75 feet, and installing visual glideslope indicators (VGSIs) to each runway end. Landside recommendations included providing additional apron area, constructing a terminal building, preparing sites for T-hangar and T-shade development, upgrading to the fire protection system, constructing additional auto parking areas, installing additional security lighting and fencing, and improved access to aircraft parking aprons.

HISTORICAL PERSPECTIVE

The Town of Payson was once served by three airports: Hathaway Field, located in what is now the center of Payson; Birch Mesa Airport, near the location of the existing airport; and Payson Park, just north of town. As a vital link to regional hospitals, and without good roads to the Phoenix area, these airports served many emergency medical missions and provided an important transportation link to the rural Payson community. Each of these airports have closed and the sites redeveloped.

The roots of the existing Payson Municipal Airport can be traced to the mid-1940's when an airport was located on both private property and U.S. Forest Service Special Permit Use land along the Birch Mesa. Known then as the Birch Mesa Airport, the original airport facilities were located west of the existing runway and consisted of two unpaved runways (an east-west oriented runway and a southwest-northeast oriented runway), an unpaved aircraft parking area, and a hangar building. On September 7, 1973 Gila County obtained a Special Use Permit from the Tonto National Forest to construct and operate an airport on National Forest Service Land. This enabled the community of Payson (with Gila County as the airport sponsor) to obtain federal funds for airport construction.

In 1974 a request was filed with the FAA to fund the construction of a paved runway, apron, connecting taxiway, fence, and segmented circle on the present airport site. Construction of a 4,900-foot by 60-foot wide runway and related improvements were completed and the present Payson Municipal Airport became operational in July 1975. The original Special Use Permit for the airport, held by Gila County, was terminated in 1988 and the Town of Payson entered into a similar agreement with the U.S. Forest Service.

Over the past several years, a number of airport improvement projects have been completed using State and Federal grants. In 1988-89, apron and airport access road improvements were completed, and fire protection and utility services improved. In 1990-91, the runway was extended to the west, the nondirectional beacon (NDB) installed, and improvements completed to the runway and taxiway lighting. In 1991-92, a seal coat was applied to the runway, taxiway, and apron pavement surfaces and access road and fencing improvements were completed. In 1996, additional auto parking and apron improvements were completed, the precision approach path indicator (PAPI) installed on Runway 24, and erosion and fire protection improvements completed. In 1995-96, State funds were provided for additional apron and auto parking improvements, recreational area aircraft parking apron. Perimeter fencing and seal coating portions of the airport pavement were included in the same grant and have yet to be completed.

The Town of Payson purchased the 83.7 acres of land covered by the Special Use Permit and 10.97 acres of land adjacent to the airport which was excluded from the original Special Use Permit. In June 1997, the Town of Payson received 90 percent of the \$538,900 acquisition cost from ADOT.

AIR TRAFFIC ACTIVITY

At airports serving general aviation, the number of based aircraft and the total annual operations (takeoffs and landings) are the primary indicators of aeronautical activity. Historical based aircraft and annual operations data will be used in subsequent analyses in this master plan update to project future aeronautical activity and determine future facility needs.

Table 1A summarizes historical based aircraft and annual operations for the airport since 1980. Based aircraft totals essentially doubled during the 1980's, increasing from 25 in 1980 to 53 in 1990. While nationally the number of active general aviation aircraft have declined since 1990, based aircraft at Payson Municipal Airport have remained steady near the 1990 level. The 1996 total of 54 based aircraft was comprised entirely of single-engine piston aircraft.

TABLE 1A
Historical Aeronautical Activity
Payson Municipal Airport

Year	Based Aircraft	Total Operations
1980	25	10,120 (est.)
1985	34	14,250 (est.)
1990	53	25,000 (est.)
1996	54 ¹	21,311

¹ Includes all aircraft which maintain tiedown or hangar space at the airport
Source: 1980 to 1990 - 1995 FAA Terminal Area Forecast; 1996,- Airport Records

The airport total of 54 based aircraft differs from ADOT records which indicate 34 aircraft based at Payson Municipal Airport. While ADOT records only consider aircraft which are registered with the State of Arizona, airport records include all aircraft which maintain tiedown or hangar space at the airport. Aircraft basing characteristics at Payson Municipal Airport are somewhat unusual due to the large retirement and seasonal population base in the community. While many of the additional 20 aircraft (which are not included in ADOT records) are not permanently "based" at the airport, the aircraft owners maintain tiedown or hangar space at the airport due to the frequency with which they visit Payson. For purposes of determining future facility needs and forecasting based aircraft, the master plan will consider all aircraft which maintain tiedown or hangar space at the airport. Therefore, this master plan will utilize the based aircraft total of 54 aircraft provided by the airport and verified during the inventory of existing conditions.

According to FAA records, total annual operations doubled during the 1980's,

similar to the increase in number of total based aircraft. While **Table 1A** indicates a slight decline in annual operations since 1990, the 1980, 1985, and 1990 annual operation totals are estimates of annual aircraft operations whereas the total 1996 annual operations number represents a cumulative total of observed aircraft operations as reported by the fixed based operator at the airport. The slight decline in annual operations levels may be the result of the difference in collection methods of annual operational levels at the airport.

AIRPORT FACILITIES

Airport facilities can be functionally classified into two broad categories: airside and landside. The airside category includes facilities directly associated with aircraft operations. The landside category includes facilities necessary to provide the transition from surface to air transportation and support facilities necessary for the safe operation of the airport.

AIRSIDE FACILITIES

Airside facilities include runways, taxiways, and airport lighting. Within the discussion of airfield facilities is a presentation of the navigational and landing aids serving the airport as well as area airspace and air traffic control. A depiction of the airside facilities at the airport is provided on the aerial photograph on **Exhibit 1B**.

is 5,500 feet long, 75 feet wide, and oriented in a northeast-southwest direction. Runway 6-24 is constructed of asphalt and can support aircraft up to 12,500 pounds single wheel loading (SWL). Single wheel loading refers to the design of the aircraft landing gear which has a single wheel on each main landing gear strut. **Table 1B** summarizes runway data for the airport.

Runways

A single runway is available for use at the airport: Runway 6-24. This runway

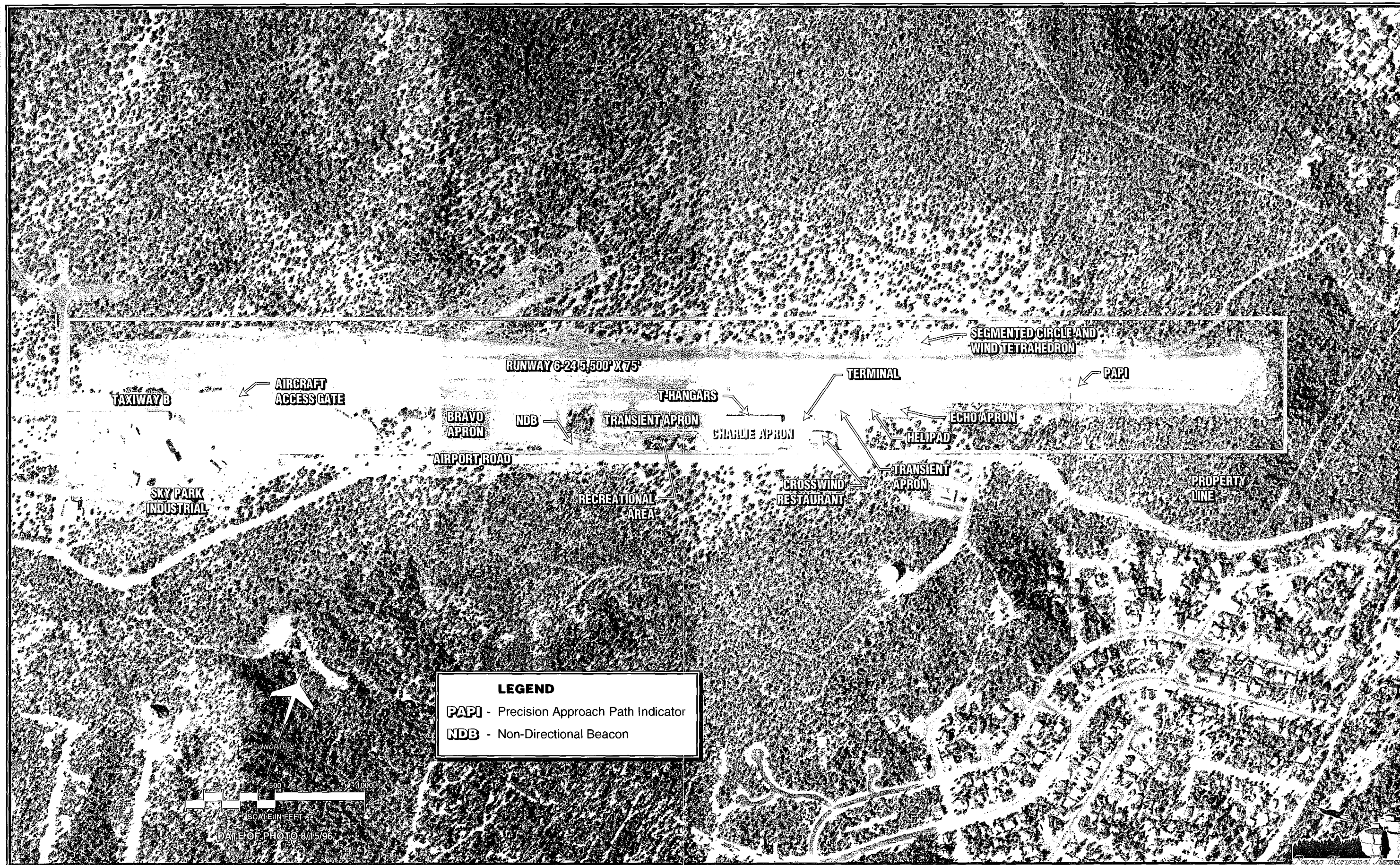
TABLE 1B Runway Data Payson Municipal Airport	
	Runway 6-24
Runway Length (feet)	5,500
Runway Width (feet)	75
Runway Surface Material	Asphalt
Runway Load Bearing Strength	12,500 Pounds SWL
Runway Markings	Nonprecision
Runway Lighting	Medium Intensity
SWL - Single Wheel Loading	
Source: <i>Airport Facility Directory, Southwest U.S., FAA</i>	

Taxiways

The taxiway system at the airport includes a full-length parallel taxiway and four runway exit/entrance taxiways: one at each runway end, one located approximately midfield, and one located between the midfield taxiway and the Runway 6 threshold. The parallel taxiway serving Runway 6-24 is located 150 feet south of Runway 6-24.

Airfield Lighting

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. A variety of lighting systems are installed at the airport for this purpose. These lighting systems, categorized by function, are summarized as follows:



Identification Lighting: The location of an airport at night is universally indicated by a rotating beacon. A rotating beacon projects two beams of light, one white and one green, 180 degrees apart. The rotating beacon at the airport is located atop a metal tower east of the airport restaurant building along Airport Road and operates from dusk to dawn.

Pavement Edge Lighting: Pavement edge lighting utilizes light fixtures placed near the pavement edge to define the lateral limits of the pavement. This lighting is essential for maintaining safe operations at night and/or during times of poor visibility in order to maintain safe and efficient access from the runway and aircraft parking areas. Medium intensity pavement edge lighting is provided along Runway 6-24. Runway threshold lighting identifies each runway end. With the exception of the midfield exit taxiway, taxiway pavement edge lighting is not available at the airport. These lights operate from dusk to dawn.

Approach Lighting: A precision approach path indicator (PAPI) is installed at the Runway 24 end. The PAPI consists of a system of lights located near the runway threshold. When interpreted by the pilot, they give him or her an indication of being above, below, or on the designed descent path to the runway. Runway 6 is not equipped with an approach lighting system. The Runway 24 PAPI operates continuously.

Pavement Markings

Pavement markings aid in the movement of aircraft along airport surfaces and identify closed or hazardous areas on the airport. The nonprecision markings to Runway 6-24 identify the runway centerline, designation, touchdown zone, and aircraft holding positions. Taxiway and apron taxiway centerline markings are provided to assist aircraft using these airport surfaces. Pavement markings also identify aircraft parking positions.

Helipad

The location of the airport helipad is shown on **Exhibit 1B**. The helipad is constructed of concrete and measures 50 feet by 50 feet. Perimeter fencing prevents encroachment upon the helipad by automobiles. Light fixtures located along the fencing and pavement identify the helipad location at night. A lighted windcone is located just west of the helipad along the transient apron.

Navigational Aids

Navigational aids are electronic devices that transmit radio frequencies which properly equipped aircraft and pilots translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft flying to or from the airport include the very high frequency omnidirectional range (VOR) facility, non-directional beacon (NDB), global positioning system (GPS), and Loran -C.

The VOR, in general, provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility to provide distance as well as direction information to the pilot. Military tactical air navigation aids (TACAN's) and civil VOR's are commonly combined to form a VORTAC. A VORTAC provides distance and direction information to civil and military pilots. The Winslow, Drake, and Phoenix VORTAC's and Flagstaff VOR/DME can be utilized by pilots flying to or from the airport. **Exhibit 1C**, a map of the regional airspace system, depicts the location of these VORTAC's in relation to the Payson Municipal Airport.

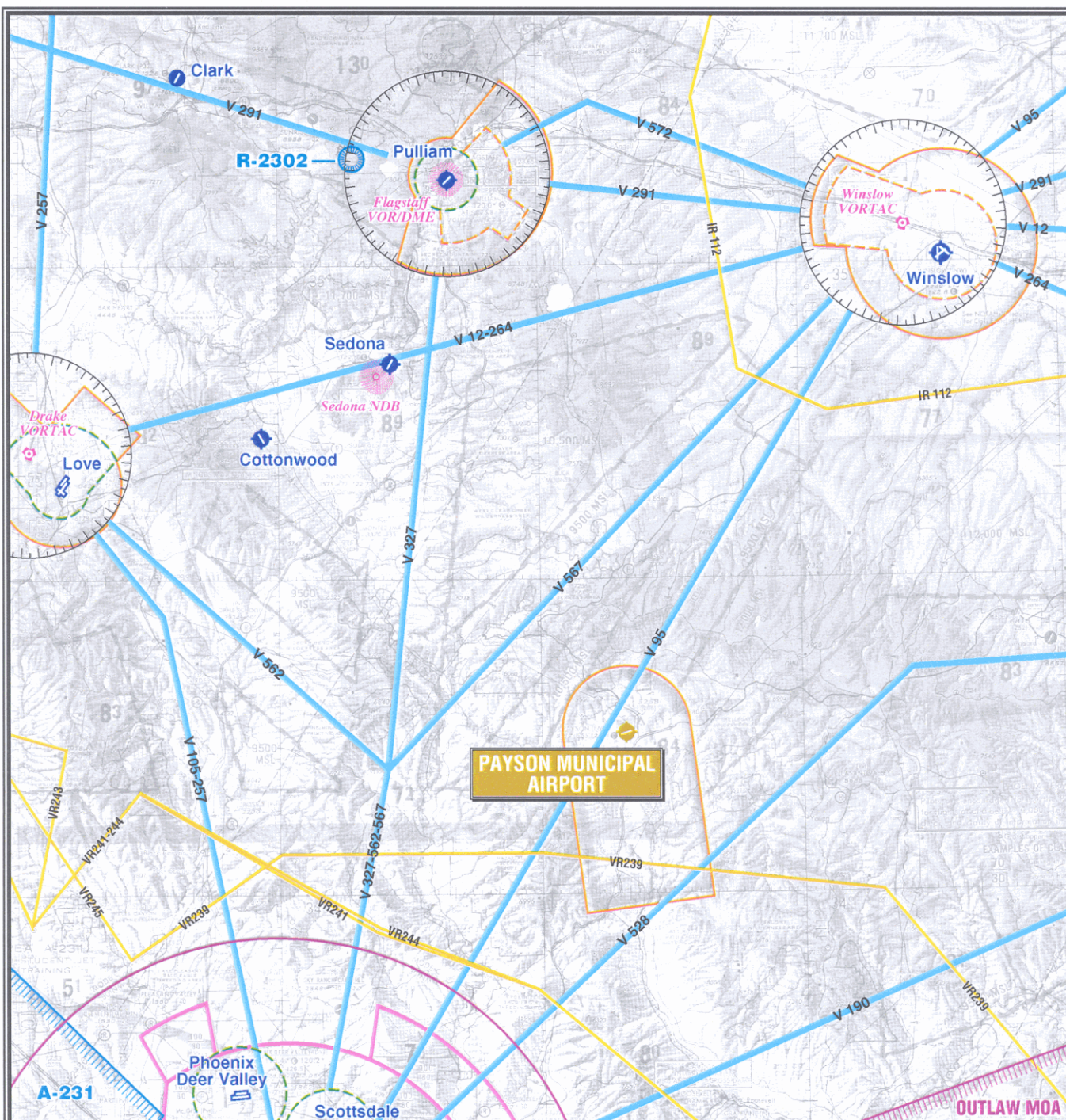
The NDB transmits nondirectional radio signals whereby the pilot of properly equipped aircraft can determine the bearing to or from the NDB facility and then "home" or "track" to/from the station. Pilots flying to or from the airport can utilize the Payson NDB (owned by the Town of Payson) located on the airport. The NDB transmitter is located on the south side of the airport along Airport Road. The Payson NDB can only be used during visual flights. FAA flight tests of the NDB have indicated that the NDB signal cannot be used during poor weather conditions. Reflections from a nearby water tower and perimeter fencing or the NDB "ground plane" are believed to contribute to the FAA's decision not to certify the NDB for use during poor weather conditions.

Exhibit 1C depicts the location of other NDB's in the area.








Loran-C is a ground-based enroute navigational aid which utilizes a system of transmitters located in various locations across the continental United States. Loran-C varies from the VOR and NDB as pilots are not required to navigate using a specific facility (with the VOR and NDB pilots must navigate to and from a specific VOR or NDB facility). With a properly equipped aircraft, pilots can navigate to any airport in the United States using Loran-C.







GPS is an additional navigational aid for pilots enroute to the airport. GPS was initially developed by the United States Department of Defense for military navigation around the world. Increasingly, over the last few years, GPS has been utilized more in civilian aircraft. GPS uses satellites placed in orbit around the globe to transmit electronic signals which properly equipped aircraft use to determine altitude, speed, and navigational information. GPS is similar to Loran-C as pilots can directly navigate to any airport in the country and are not required to navigate using a specific navigational facility.

The FAA is proceeding with a program to gradually replace all traditional enroute navigational aids with GPS over the next decade. The FAA phase-out schedule for traditional navigational aids includes VOR's between 2005 and 2010, NDB's between 2000 and 2005, and Loran-C by the year 2000.



LEGEND

-  Hard-surfaced runways 1500 ft. to 8069 ft.
-  Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
-  VORTAC
-  Non-Directional Radiobeacon (NDB)
-  Compass rose around VOR
-  Victor Airways
-  Military Training Routes

-  Prohibited, Restricted, Warning and Alert Areas
-  Military Operations Area (MOA)
-  Class B Airspace
-  Class D Airspace
-  Class E Airspace
-  Class E Airspace with floor 700' above surface
-  MODE C VEIL



NOT TO SCALE



Instrument Approach Procedures

Instrument approach procedures are a series of predetermined maneuvers established by the FAA using electronic navigational aids that aid pilots in locating an airport during low visibility and cloud ceiling conditions. Currently, there are no instrument approach procedures to the airport. Essentially, the airport is closed to arrivals when weather conditions deteriorate to a point where visual flight can no longer be conducted. The FAA is currently in the process of establishing stand-alone GPS approaches to Runways 6 and 24. An exact schedule for when this instrument approach procedure will be available is not known. The previously discussed signal problems with the Payson NDB have prevented the establishment of an instrument approach procedure to the airport in the past.

Area Airspace

To ensure a safe and efficient airspace environment for all aspects of aviation, the FAA has established an airspace structure that regulates and establishes procedures for aircraft using the National Airspace System. The U.S. airspace structure provides for two basic categories of airspace, controlled and uncontrolled, and identifies them as Classes A, B, C, D, E, and G.

Class A airspace is controlled airspace and includes all airspace from 18,000 feet mean sea level (MSL) to Flight Level 600 (approximately 60,000 feet MSL). Class B airspace is controlled airspace surrounding high activity

commercial service airports (i.e. Phoenix Sky Harbor International Airport). Class C airspace is controlled airspace surrounding lower activity commercial service and some military airports. Class D airspace is controlled airspace surrounding airports with an air traffic control tower. All aircraft operating within Class A, B, C, and D airspace must be in contact with the air traffic control facility responsible for the particular airspace. Class E airspace is controlled airspace that encompasses all instrument approach procedures and low altitude federal airways. Only aircraft conducting instrument flights are required to be in contact with air traffic control when operating in Class E airspace. While aircraft conducting visual flights in Class E airspace are not required to be in radio communication with air traffic control facilities, visual flight can only be conducted if minimum visibility and cloud ceilings exist. Class G airspace is uncontrolled airspace.

Airspace in the vicinity of Payson Municipal Airport is depicted on **Exhibit 1C**. An area of Class E airspace encompasses the airport. This airspace extends outward at a radius of approximately seven miles from the center of the airport and extends for approximately 15 miles south of the airport. The Class E airspace extends from 700 feet above the ground to 18,000 feet mean sea level (MSL). Additional Class E airspace in the vicinity of the airport surrounds the system of low-altitude Federal Airways, referred to as Victor airways. Victor airways are corridors of airspace eight miles wide that extend upward from 1,200 feet MSL to 18,000 feet MSL and extend between VOR navigational

facilities. Victor Airways in the vicinity of the airport emanate from the previously mentioned Flagstaff VOR/DME and Winslow and Phoenix VORTAC's. Victor airways in the vicinity of the airport are identified on **Exhibit 1C**. While Class G airspace is not specifically identified on the exhibit, Class G airspace exists below the floors of the previously described Class E airspace and outside of the Class E airspace surrounding Victor airways.

Area Airports

Airports in the vicinity of Payson Municipal Airport are shown on **Exhibit 1C**. Normally, a review of public-use airports within 30 nautical (air) miles of an airport is completed for an airport master plan study to identify and distinguish the type of air service provided by competing airports. A review of the area around Payson Municipal Airport reveals that there are no other public-use airports within a 30 nautical mile radius. Within 50 nautical miles of Payson Municipal Airport there are only four public-use airports: Sedona Airport (44 nautical miles northwest), Cottonwood Airport (46 miles northwest), Scottsdale Airport (46 miles southwest), and Phoenix-Deer Valley Municipal Airport (50 nautical miles southwest). A new airport is being planned near Cordes Junction, approximately 40 nautical miles west. Considering that these airports are at a considerable ground distance from the Payson Municipal Airport, the airports do not significantly compete with Payson Municipal Airport for air service in northern Gila County.

Air Traffic Control

Although there is no air traffic control tower on the airport, the unicom frequency of 122.8 is used by aircraft in the vicinity of the airport to obtain airport information and advise other aircraft of their position and intentions. Route guidance assistance is available to aircraft arriving and departing the airport through the Albuquerque Air Route Traffic Control Center (ARTCC). ARTCC's control aircraft over a multi-state area.

LANDSIDE FACILITIES

Landside facilities include fixed base operations, aircraft storage facilities, aircraft parking aprons, and support facilities such as fuel storage and dispensing facilities. Landside facilities at the airport were previously identified on **Exhibit 1B**. **Table 1C** summarizes landside facility data.

Fixed Base Operations

Payson Aviation is the only on-airport fixed based operator (FBO) providing fuel, line services, and pilot supplies from 8:00 a.m. to 5:00 p.m. daily. Through a contract with the Town of Payson, Payson Aviation also manages and maintains airport grounds and buildings. Payson Aviation operates from a newly-constructed building located along the transient apron west of the T-hangars. This building which is owned and maintained by the Town of Payson also provides a pilots' shop and public restroom facilities. An

aircraft maintenance facility and radial engine repair shop are located within

Sky Park Industrial adjacent to the airport.

**Table 1C
Landside Facilities Data**

Description	Area (s.f.)	Condition
Terminal	470	Good/Excellent
Maintenance Storage Building	160	Good/Excellent
Restaurant	3,300	Good
Helipad	2,500	Good
Campground Restrooms	560	Excellent
T-hangars (10-Units)	10,500	Good/Excellent
Source: Coffman Associates		

Aircraft Storage Facilities

A 10-unit T-hangar facility provides the only enclosed aircraft storage on airport property. This facility, constructed in 1991, is privately-owned and maintained. The ground lease for the area is held by Payson Hangar One, LLC, the company that developed the T-hangars. The development of 14 T-hangars is planned in Sky Park Industrial.

Aircraft Aprons And Tiedowns

There are four separate aircraft parking aprons at the airport providing a total of 81 aircraft tiedown positions. The aircraft apron located adjacent to the Crosswind Restaurant and terminal, and the newly-constructed apron located adjacent to the recreational area are considered the transient aircraft parking aprons at the airport. The

remaining apron areas and tiedowns are reserved for based aircraft. Apron lighting enhances operations at night and provides aircraft security.

Fuel Storage Facilities

Fuel storage facilities at the airport are located south of the fuel operations building and include three 5,000 gallon underground storage tanks for 80/87, 100LL, and Jet-A aviation fuels. Two mobile fuel trucks, owned by Payson Aviation, provide for fuel dispensing. The fuel storage tanks are owned by the Town of Payson.

These tanks will be closed in 1998 to comply with Environmental Protection Agency (EPA) regulations. The Town of Payson plans to replace the existing underground fuel storage tanks with above-ground fuel storage tanks.

Recreational Areas

A recreational area is located west of the 10-unit T-hangar storage facility along Airport Road. This area provides restroom facilities and 12 campsites. An apron with 13 aircraft tiedown positions has been constructed to provide for the tiedown of aircraft using the recreational area. The Town of Payson is responsible for the operation and maintenance of the recreational area.

Other Facilities

The Crosswinds Restaurant is located along Airport Road at the transient apron. Fuel services were previously provided from this facility. A paved parking area is located on the south side of the building. A newly-constructed maintenance storage shed is located south of this building near the fuel storage tanks. Both facilities are owned and maintained by the Town of Payson.

"Through-the-Fence" Operations

Access to the airfield has been approved by the Town of Payson for businesses located within the Sky Park Industrial Park and residents of the Mazatzal Mountain Air Park located north of the Sky Park Industrial Park. Airfield access for both the Sky Park Industrial Park and Mazatzal Mountain Air Park is via a gate and taxiway, owned and maintained by the Town of Payson, which connects with the parallel taxiway at the Runway 6 end. Sky Park Industrial was established in 1979 and has 47 various-sized parcels

available for development. The Mazatzal Mountain Air Park is a residential development currently in the initial stages of development. There are 111 half-acre lots planned for the Mazatzal Mountain Air Park. An additional residential airpark, known as Payson Sky ranch, has been proposed for adjacent land north of the airport. There are 111 lots planned for the proposed Payson Sky ranch.

Utilities

Water, sanitary sewer, and electrical services are available at the airport. Water service is provided by the Town of Payson. Sanitary sewer services are provided by the Northern Gila County Sanitary Sewer District. Arizona Public Service provides electrical service to the airport. The primary water and sewer lines serving the airport are located along the south side of Airport Road. Water and sanitary sewer lines were recently extended to the recreational area.

Fire and Rescue Facilities

There are no fire and rescue facilities located at the airport, nor is there a Federal or State requirement for such facilities. The Town of Payson fire department responds to all emergencies at Payson Municipal Airport. Long range Town planning includes the development of a fire station at the airport to serve both airport rescue and firefighting needs and emergencies in the west portions of the Town of Payson.

SOCIOECONOMIC PROFILE

A variety of socioeconomic data has been collected for use in various elements of this master plan. This information is essential in determining aviation service level requirements, as well as forecasting the number of based aircraft and aircraft activity at the airport. Aviation forecasts are normally directly related to the population base, economic strength of the region, and the ability of the region to sustain a strong economic base over an extended period of time. While the service area for the airport and the trade area for the Town of Payson extend beyond predetermined political and economic boundaries, the analyses conducted in this master plan will utilize socioeconomic data related to the Town of Payson and Gila County.

1986 to 1995 are summarized in **Table 1D**. Historical population comparisons for Gila County and the State of Arizona for 1980, 1990, and 1995 are summarized in **Table 1E**. The population in the Town of Payson has shown a steady growth rate since 1986, increasing by 3,295 persons (a 5.0 percent average annual growth rate). For Gila County, population grew slightly from 1980 to 1995, adding 7,000 persons (a 1.15% average annual growth rate). The population for the State of Arizona grew by nearly 1.5 million over the same 15-year period (an average annual growth rate of nearly 3.0 percent). The Payson Chamber of Commerce attributes the steady Payson population growth rate to a growing seasonal and retirement population base and families relocating from the Phoenix area.

POPULATION

Historical population estimates for the Town of Payson for the period from

TABLE 1D
Historical Population Estimates (1986 to 1995)
Town of Payson

YEAR	POPULATION
1986	7,079
1987	7,463
1988	7,866
1989	8,117
1990	8,377
1991	8,790
1992	9,150
1993	9,614
1994	10,218
1995	11,004
Average Annual Growth Rate	5.0%

Source: *Public Safety Master Plan Payson, Arizona, Draft Report, 1996*

TABLE 1E
Historical Population Comparison
Gila County, State of Arizona

	1980	1990	1995	Average Annual Growth Rate
Gila County	37,080	40,216	44,075	1.15%
State of Arizona	2,716,546	3,665,228	4,228,900	2.99%

Source: *Payson Community Profile*, Arizona Department of Commerce

PER CAPITA PERSONAL INCOME

Table 1F summarizes the historical relationship of per capita personal income (PCPI) between Gila County and the State of Arizona for 1984 and 1994. The 1994 Gila County PCPI of \$15,168 ranked eighth in the State and was 79.2

percent of the State PCPI. In 1984, Gila Counties' PCPI of \$9,084 was ranked eighth in the State as well. The average annual growth rate of the Gila County PCPI over the past ten years was 5.3 percent, compared to the State's average annual growth rate of 4.5 percent.

TABLE 1F
Per Capita Personal Income Comparison
Gila County, State of Arizona

	1984	1994	Average Annual Growth Rate
Gila County	\$9,084	\$15,168	5.3%
State of Arizona	\$12,284	\$19,147	4.5%

Source: U.S. Department of Commerce

EMPLOYMENT

Table 1G summarizes historical employment data for the Town of Payson. While the number of jobs has increased significantly since 1980, the overall unemployment rate and number

of unemployed has declined. The local economy is dominated by tourism and retirement industries, with a growing number of "clean" manufacturing and service firms. Much of Payson's tourism is related to the many festivals held in the Town throughout the year.

TABLE 1G
Historical Employment Data Comparison
Town of Payson

	1980	1990	1995
Total Labor Force	1,891	3,033	3,747
Employed	1,728	2,923	3,613
Unemployed	163	110	134
Unemployment Rate	8.6%	3.6%	3.6%

Source: *Payson Community Profile*, Arizona Department of Commerce

Table 1H provides a comparison of the distribution of the Gila County labor force since 1970. The entire employment base has grown by nearly 7,000 persons since 1970, averaging an annual growth rate of 2.1 percent. All

employment sectors have experienced growth over the period. Similar to the growth experienced in the Town of Payson, Gila County is experiencing a transition to more industrial and service type employment.

TABLE 1H
Historical Employment by Industry
Gila County, Arizona

	1970	1975	1980	1985	1990	1994	Avg. Annual Growth Rate
Total Employment	10,434	12,045	14,178	13,081	15,005	17,202	2.1%
Farm Employment	171	178	214	269	309	249	1.6%
Ag. Services, Forestry, Other	13	44	70	75	82	152	10.8%
Mining	3,126	3,003	2,252	(D)	(D)	(D)	---
Construction	698	456	682	742	897	(D)	---
Manufacturing	780	1,294	1,971	1,391	1,463	1,787	3.5%
Transportation and Public Utilities	320	347	407	439	563	647	3.0%
Wholesale Trade	124	128	118	131	128	183	1.6%
Retail Trade	1,731	1,979	2,153	2,212	3,076	3,781	3.3%
F.I.R.E	294	486	769	739	721	708	3.7%
Services	1,568	1,962	2,637	(D)	(D)	4,374	4.4%
Government	1,609	2,168	2,905	2,421	2,778	3,103	2.8%

(D) Information not available to avoid disclosure of confidential information.

Source: U.S. Department of Commerce

LAND USE

Exhibit 1D provides an illustration of existing land uses around the airport, an overview of residential development since 1990, and planned residential development to the year 2000. As shown on the exhibit, the land immediately north of the runway is presently undeveloped. Much of this land is currently included in the Tonto Forest Land Exchange. A developer is pursuing the acquisition of this property for the development of the proposed Payson Sky ranch. Located adjacent to the west end of the airport is the Sky Park Industrial Park. Immediately north of the Industrial Park is the Mazatzal Mountain Air Park, which is currently under construction. The Country Club Vista subdivision is located west of the Sky Park Industrial Park. An area of open land, eligible for the Tonto Forest Land Exchange, is located between the Sky Park Industrial Park and Country Club Vista subdivision. Residential development is predominantly south, east, and north-

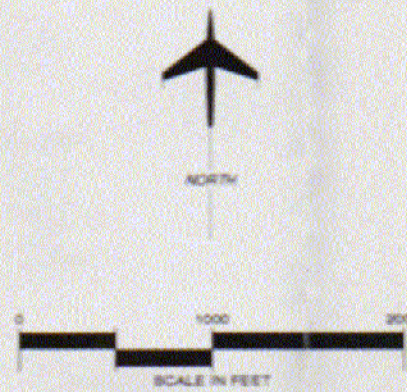
east of the airport. Commercial development is primarily located along both sides of Beeline Highway. Additional residential development is expected south of Airport Road in the Falcon, Wood Hill, and Manzanita Hills subdivisions and in the Northwood subdivision east of the airport. Extensive residential development is underway on the east side of Payson in the Chaparral Pines and Oak Ridge Hills subdivisions (not shown on **Exhibit 1D**).

SUMMARY

The information discussed on the previous pages provides a foundation upon which the remaining elements of the planning process will be constructed. Information on current airport facilities and utilization will serve as a basis, with additional analysis and data collection, for the development of forecasts of activity, and facility requirement determinations.

LEGEND

- Town Boundary
- Payson Townsite Purchase for Airport
- New Subdivision Constructed in 1990 to 1995
- Proposed Subdivision to be Constructed in 1996 to 2000
- Payson 4 Land Exchange - to Private Hands
- Town Parks
- National Forest Service Land



Source: Town of Payson Overview of Development Map

